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HONGKONG, TUESDAY, JUNE 1, 1909.

日四十月四年元統宣

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to the
House of
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SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
"A.S. WATSON & CO. LTD."
Hong Kong, May 1, 1907.

IN A QUEENSLAND SUBURB.

(Specially written for the "CHINA MAIL.")
Undoubtedly there is a charm in contrasts. It is a far cry from Hongkong to this Queensland suburb in more senses than one.

In place of the Peak and the heights of our hills, here is gently sloping land, with low hills in the distance behind which the sun sets in a glory of crimson and gold. Instead of the harbour is a peaceful river, untroubled by snorting steam launches or swaying sampans.

Some 7 or 8 miles of country, cleared for the most part and dotted with houses, with here and there a piece of "bush" remaining, separates this village from what its inhabitants proudly style "the city."

That the dwellers in this part of the country have no fear of typhoons is evident from way in which the houses are built. These are wooden bungalows perched on piles, or "stumps" as they are called here, sometimes 6 or 8 feet above the ground, and sometimes considerably more, if the house is built on a slope. Each stump has a round sheet of iron on the top, like an inverted tin plate, to prevent white ants from invading the timbers of the house, if they should find their way into a stump, in spite of its coating of tar; the house itself simply rests on these plates, without nails or fastenings of any kind. A house has been known to be lifted from its usual position, and set down somewhere else in a strong gale but this must be a rare occurrence. At a certain stage of its building, a new house looks like a huge bird cage, with wooden bars, instead of wire. The roof is almost always of galvanised iron, which is cheap but certainly not picturesque. Every house has one or more large cylindrical tanks of the same useful material to store rain water, for use in the laundry particularly, and often heard to sigh for a good rain to fill the tanks. The better houses have verandahs all round the roofs of which are lined with wood. If this process is unobtrusive the one in the kitchen is usually to be found in a bungalow of any size, and this is thought to be quite sufficient. Wood is the most usual form of fuel. Every house has its own laundry, and here on a Monday morning the servant girl may be seen at the wash tub from dawn till lunch time, while the mistress works in the kitchen. Very few houses have more than one servant, and very many have not even that, for in spite of immigrants, satisfactory servants are as hard to find as icicles at the Peak. In our suburb there are more houses without a maid than with one.

The mistress of a house who is servantless is in hard case. Her domestic duties are few and far between, and they change six a day. So there is nothing for it but to set to work herself, and to scrub and clean, wash and cook, with her own hands and that is no light task even in winter; and what must be with a temperature of 100° indoors.

Each bungalow stands on its own ground and is often separated from its neighbours by waste ground. Cattle wander at will about the roads, so do the fowls in the day time—hence frequent disputes arise among the owners who try to collect their own at night.

Our suburb boasts a little wooden church and two dissenting chapels, a butcher's shop and two general stores. One would expect a deadly rivalry to exist between these last, but as a matter of fact they are content, for it is the practice of the housewives to give their custom to each for a week at a time. There is also a cobbler who is kept fairly busy in spite of the fact that all the children run about barefoot by preference, and only don shoes and stockings on state occasions, at the express command of an ultra-civilised parent. The little girls wear huge mushroom straw hats, with brims wide enough to shade their shoulders and their mothers wear similar ones for gardening or hanging out the clothes.

The largest building in the village is the state school. The post office is at the railway station in a part of the wooden shanty that serves as a booking office. Once a day the letters are delivered by a small boy in a blue cotton suit and linen hat, who rides a big brown pony. He rides to each gate and drops the letters in the box hanging there, shouts "Post," or blows a whistle, and rides on. Anyone who is impatient enough to wait for his letters more often must walk to the station and fetch them himself. Perhaps the sojourners from another land are the most impatient inquirers: at the ticket window, and the day which brings the mail from Hongkong is a red letter day to them in this Queensland suburb.

Business Notices.
W. S. BAILEY & Co., Ltd.

HAVE BUILT OVER 100
FAST LIGHT DRAFT LAUNCHES, MOTOR
BOATS, MOTOR BARGES, TUGS, LIGHTERS
AND PASSENGER STEAMERS.

Works:—Kowloon Bay. Offices:—Hotel Mansions.

NOW ON SALE.

DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1909.

Small Scale Map of Island, Channels and Kowloon Point, including Docks, Railway, Green Island Cement Works, etc.

COPYRIGHT BY E. A. MASSEY.

The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire. Price \$2.60. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARBER & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

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(The Programme, which will include some of the best local talent, will be published later).

ADMISSION—\$1.00.

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New Twin Screw STEAMER,

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Fitted throughout with Electric Light and Fans supplied in all Cabins.

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LEAVES Hongkong for Canton at 9 a.m.

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Leaves Canton for Hongkong at 5.30 a.m. on

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Fare, 1st Class, \$2.50 single passage, Meals, \$1.00 each.

Services, passengers must be paid for.

CHUNG ON STEAMBOAT CO., LTD.

No. 225, Des Voeux Road Central, Hongkong, November 12, 1908.

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IT is hereby notified that Mr. F. R. J. ADAMS has been authorized to sign on behalf of our Company "per propra-tion" as from this date.

HOWARTH ERSKINE, LTD.

Hongkong, June 1, 1909.

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NEW STOCK OF

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A RELIABLE DISINFECTANT

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For the Bath and all Toilet Purposes, Delicately Perfumed,

Half Pint Bottles 60 Cents.

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BAND AT TIFFIN & DINNER. A. F. DAVIES, Manager.

1909.

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OPEN to the South Windless Summer and protected from the North-east Winds in Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From \$5 per day Max. Telephone Add: "Peaceful."

Town Office: 4, Des Voeux Road.

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QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

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PARTICULARS AND RATES on application to MANAGER.

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Hongkong, October 3, 1908.

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IN ALL SHADES AND DESIGNS.

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Champagnes, Sherries, Madeiras, Claret, Burgundies, Brandy, Whiskies, Bitters, Vermouths, Liqueurs, Alas, Beers and Stouts.

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DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
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SPECIAL CHAMPAGNE

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FINE CHAMPAGNE BRANDY.
GRANDE CHAMPAGNE BRANDY 1858.
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SAGERIES MARITIMES, LEVANTE LINE, SHIRE
LINE, KOSMOS LINE & CITIZEN LINE of Steamers
and others. At many highly important Banquets it is
the only brandy served.

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Hongkong, May 5, 1908.

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THE LEADING BRAND.

G.H. MUNN & Co.

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BY SPECIAL APPOINTMENT TO



Sherrin Jones & Co.

GENERAL AGENTS

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& MACAO

Hongkong, January 27, 1908

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WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE.
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS LTD., "WELLINGTON MILLS" LONDON.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

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and KAMUYAMADA Collieries.

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MANILA: Messrs Macdonald &
Co.

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H. OISHI,
Manager,
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HONGKONG.

Hongkong, January 9, 1908.

PRELIMINARY NOTICE.

THE FAMOUS CHINESE MAGICIAN

CHIN LIN FAI,

assisted by his Daughter, and 20 Star

Artists

will give Two Performances in the

THEATRE ROYAL.

(Date to be announced later).

Do not miss this opportunity of witnessing

the greatest of all Chinese Magicians.

Hongkong, May 19, 1908.

710

NOTICE.

THE MANAGER OF KENNEDY'S

STABLES begs to inform the Resi-

dent of Kowloon and District, that provided

sufficient support be forthcoming he will be

prepared to establish a Shodding Forge at

Kowloon where horses and ponies can be

shod by experienced Shanghai farriers on

stated days, to be arranged later.

Inasmuch as expense will be incurred

in hiring suitable premises and in fitting up

the forge, the Manager hopes that the

scheme will have general support.

Those desirous of availing themselves of

the above are requested to send in their

names and number of horses and ponies to

the undersigned.

G. W. GEIG, Manager,
KENNEDY'S STABLES.

Hongkong, May 4, 1908.

693

CHEE WING & Co.

27, 28, and 29, LEE YUEN STREET (WEST)

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DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES,

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Suitable for

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SURVEYORS.

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STORES, WINES, SMOKES

OF KNOWN BRANDS

AT MODERATE PRICES.

This well reputed Store facilitates the

demands for

English, American & German

Provisions

of

RELIABLE QUALITY.

TRIAL ORDER SOLICITED.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, April 30.

FOR THE FORTH AND CLYDE CANAL.

For a number of years past, a scheme has

been in the air for the construction of a great

ship canal across the narrow neck of land

which separates the Firths of Forth and

Clyde. Only of late, however, has it

materialised to any extent, thanks largely

to the efforts of a National Association

which has been started to promote the

waterway. Lord Kingsburgh is the chair-

man of the Edinburgh Branch of the Asso-

ciation, and along with him there are the

Marquis of Tweeddale, the Marquis of

Talibardine, Lord Smithton and Mount

Royal, and Lord Keith of Fyvie. In Glas-

gow the promoters include the Duke of

Argyll, the Duke of Hamilton, the Earl of

Cavendish, Lord Blythwood.

The main arguments for the scheme is

that it would be a short connecting link

between the Atlantic and the North Sea,

of much strategic value in the event of war,

particularly since the North Sea has be-

come of immense importance in our Naval

policy. The canal has been sneeringly

called a "Back door" to Rosyth and a

"rat hole." But if the route taken were

through the rich mineral country of the

Forth and Clyde valley, an inland arsenal

could be obtained without its equal in

the whole world. The coal and oil

resources of the district might also be

utilised at the shortest notice, and the

raiding docks of the West Coast most

readily reached by injured vessels from

the North Sea should the docks at

Rosyth be at any time overtaxed.

As regards the canal would afford a

safe passage between the Firths of Forth

and Clyde, as an alternative to the open

and dangerous route of the English

Channel.

This week the proposed canal was brought

before the Royal Commission which has

under consideration the question of in-

land water communication all over the

country. It was admitted by the wit-

nesses for the National Association that the

Scottish people and shipowners had shown

much apathy. Lord Shuttleworth, the

chairman of the Royal Commission, also

explained that they had received little

assistance in the way of information or ex-

pression of opinion from Glasgow and the

other ports interested, and he plainly

indicated that they were not likely to make

a pronouncement unless they had some

indication of financial help from the West

of Scotland. But it is difficult to

understand why Lord Shuttleworth, or

any one, should expect Glasgow to step

forward with promises which it cannot

fairly implement until there is some

thing more before the country than a set

of proposals all of which are more or less

conjectural in their nature. The canal

differs from most other undertakings of a

similar character, and especially from the

Manchester Ship Canal, in that it is not

advocated as a purely financial enterprise.

The commercial revenue would not give a

profitable return upon the capital ex-

penditure, and were it not for its strategic

value, the canal would be regarded as

wholly impracticable. Once a scheme is

definitely proposed, there is good ground

for saying that the commercial community

would be ready to enter into an alliance

with the Treasury and the Admiralty.

There are competitive schemes: one is

direct, nearly on the line of the present

shallow canal from Grangemouth on the

Forth, to Yoker on the Clyde; the other

takes a more northerly line, and comes out

by Loch Lomond, and opens on the Clyde

considerably below Glasgow. Sir John

Jackson, the contractor, favours the Loch

Lomond route, because it would have only

two sets of locks—a great matter in the

view of Naval authorities. He stated to the

Commission that, owing to the large cost,

one could not fairly assume a return of more

than two or three per cent. on the ex-

penditure from commercial revenue. He

thought, however, that the Government

should give a guarantee of three per cent.

upon the capital, which would enable it to

be raised forthwith. The total estimated

cost of the canal on this line, with a depth

of water of 31 feet, was £16,024,000; but,

with the additional depth of 5 feet suggested

by the Naval authorities to accommodate

wounded battleships, the total cost would

amount to about £20,000,000. Both

estimates were inclusive of land and

contingencies, but were exclusive of any

interest on capital during construction.

The Glasgow witnesses support the more

direct route, which would bring the canal

closer to their city. At present Glasgow

suffers from being at the end of a cul-de-

sac; and tendency of the age is for through

routes; and the yearly growing size of

vessels renders it increasingly difficult to

collect full cargoes in the area surround-

(Continued on Page 3.)

Intimations.

WANTED IMMEDIATELY.

FURNISHED HOUSE, self contain-

ed, state full particulars to

Care of "CHINA MAIL" Office,

Hongkong, April 29, 1908.

380

Prof. F. GONZALES.

GIVES LESSONS ON Violin, Mandoline,

Banjo, Guitar, Cello, etc., at pupils'

residences or at his studio.

Apply, 7, ARBUTHNOT ROAD,

Hongkong, May 10, 1908.

638

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUND at 31st December, 1907,

£1,000,000.

Subscribed Capital £2,000,000

Paid-up Capital £887,500 0 0

Fire Funds 3,005,374 15 7

Life & Annuity Funds 14,315,843 10 3

Sinking Fund Account 45,807 5 3

£18,114,624 11 1

Revenue Fire Branch 2,380,653 13 7

Life & Annuity Branches 1,847,324 13 4

Sinking Fund Account 3,888 5 0

£4,231,865 18 11

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

24

W. G. HUMPHREYS & CO.,

BAKE BUILDINGS.

Hongkong, May 18, 1908.

1024

PEAR TRAMWAYS COMPANY,

LIMITED.

POWELL'S

LADIES' and CHILDREN'S Bathing - Costumes, Caps - - - and Sandals. -

ALEXANDRA BUILDINGS

VICTORIA CINEMATOGRAF

TO-NIGHT! TO-NIGHT!

The Vivacious Soubrettes and Celebrated Dancers COLEMAN SISTERS. GRAND NEW FILMS. Hongkong, March 6, 1909. 378

'STAR' CINEMATOGRAF

WYNDHAM STREET, up from the Clock Tower.

DANTE The Marvellous. ALL THIS WEEK. MATINEE, SATURDAY, 4 P.M. Hongkong, March 18, 1909. 376

ALEXANDRA CINEMATOGRAF FOR IMMEDIATE SALE (owing to departure).

THE ALEXANDRA CINEMATOGRAF as it stands. Price \$1,500 (exclusive of Machine). Apply Post Office Box 55. Hongkong, January 28, 1909. 111

LABUAN COAL. THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply tankers at LABUAN with good fresh quality LABUAN COAL, double screened and straight from the mines. For further particulars, apply to BRADLEY & CO., Agents. Telegraphic Address: "LABOR LABUAN." Hongkong, February 10, 1908. 228

MERRYWEATHERS' LIGHT PORTABLE "VALIANT" STEAM PUMP For "Up-country" use where Roads or Rails do not exist. The lightest and most powerful Pump on the market, weighs only 15 cwt. Write for Illustrated Pamphlet, No. 100. LARGEST MAKERS OF HIGH-CLASS MACHINERY IN THE WORLD. MERRYWEATHER & SONS, 25, Lomb Street, London, E.C.

To Keep in Touch With Home. -

BUY A VICTOR TALKING MACHINE. A STOCK OF OVER 200 MACHINES AND 10,000 RECORDS TO SELECT FROM. EASY PAYMENTS CAN BE ARRANGED.

S. MOUTRIE & CO., LD. Hongkong, April 18, 1907.



A. S. WATSON & Co., Ltd. ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR

WATSON'S Household Ammonia -

For the Bath, Toilet and Household. Promotes a healthy action of the skin counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S Carbolic Soaps -

Highly recommended by the Medical Profession in three strengths, containing 5% 10% and 20% of pure carbolic acid.

WATSON'S ORIENTAL Turkish Bath Salt

Softens the water, and imparts a delightful fragrance to the skin.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

WEEKLY NEWS FOR HOME.

The Overland China Mail FULL REPORTS. LATEST INTELLIGENCE

Order before you leave so you may receive it while at Home.

THE CHINA MAIL, LTD. 5, Wyndham Street.

THE CITY OF PARIS, 2, PIEDER STREET. PHONE No. 535.

Ready made day and evening Gowns, Paris Models in Hats and Toques, Laces, Trimmings, Underclothing, Boots and Shoes, Hosiery and Gloves, etc., etc., etc.

BUSINESS NOTICE. Rates of Subscription (Payable in advance). CHINA MAIL (Daily) \$2.00 per month; including postage, \$3.50 per month. OVERLAND CHINA MAIL (weekly) \$15.00 per year; including postage, \$17.00 per year. Free delivery to all addresses accessible by messenger, including all Peak, Kowloon and Quarry Bay residences. Single copies, Daily, ten cents; Weekly, thirty cents; for cash. Telegraphic Address, "MAIL," Hongkong. Code, A. B. C., fifth edition. TELEPHONE No. 22. CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW. Meeting. 12.15 p.m.—Meeting of "Star" Ferry Co., Ltd., at Sir Paul Chater's Office. Miscellaneous. Goods per Delhi not cleared at 4 p.m. on this date subject to rent.

General Memoranda. THURSDAY, June 3.—Goods per Kawachi-Maru not cleared on this date subject to rent. FRIDAY, June 4.—Goods per Prinz Waldemar undelivered after this date subject to rent. SATURDAY, June 5.—9.15 p.m.—Open Air Concert at the Craigmower Cricket Club's Ground.

The China Mail. HONGKONG, TUESDAY, JUNE 1, 1909.

SUBSIDIARY COINAGE.

THERE is always some satisfaction in proving a statement up to the hilt even though it is an unpleasant fact that is revealed thereby. The discussion at the last meeting of the Finance Committee of the Legislative Council has more than demonstrated that the subsidiary coinage of this colony is not in a satisfactory condition. The loss of \$164,000 during one year on the redemption of small coins is a charge which, at this moment at least, the colony is ill able to bear and the prospective loss in succeeding years, the amount of which no one seems able to assess, is a distinctly disagreeable circumstance for contemplation, accentuating the unsatisfactory condition of affairs. If this fact needed proof, and we are certainly of those who think that it did not, it has been done, and we are so far satisfied with the result. But another fact has also been demonstrated, namely, that it is difficult to suggest a satisfactory remedy or to uphold the blame to the persons who are responsible for this state of things. If a committee of commercial giants in Hongkong are unable to agree upon what are the proper steps to be taken in a crisis which affects themselves most nearly, it is certainly a difficult problem, but none the less one that cries loudly for solution. We have already suggested that it is not to such a body that the question ought to have been referred in the first instance. It is no reflection on any member of the committee to say that it is possible to be a very able man of business, keen and enterprising, and yet to be ignorant or forgetful of those principles of political economy which underlie the system of commercial operations. We maintain that this problem is one exclusively for expert opinion, and that no such opinion has been asked for or obtained. Thus it would appear that the Government has made a mistake, but they are in no way responsible for the existing state of the coinage. It is now several years ago since they took a step which it would have been well for the community to have followed. They refused to accept Chinese coins in payment of accounts, and it was for the

people generally to have followed their lead. A few of the more independent firms have done so, no doubt greatly to their own advantage, but the smaller people can only act when there is a general agreement that all shall do so. Chinese coins are not and never have been legal tender in Hongkong and all who accept them must do so at their own risk, and doing so open-eyed have no right to complain. A very few large concerns like the Star Ferry Company and the Hongkong Tramways Company, as their published accounts show, have suffered heavy losses through taking the Canton coins but it is open to them to refuse to accept fares in Chinese, money, and thus to throw upon their passengers the trouble of exchanging their foreign money at one or other of the all too many Bureaux des Changes. In this way the use of English coins would be encouraged, and the Government spared the expense of redeeming the Hongkong currency, a policy which can only end in denuding the Colony of all but the inferior product of the mint at Canton. We do not hesitate to say that those companies are doing an injury to the colony as well as to themselves who accept less than their legal fares. It is an abuse of language to call the smaller Chinese coins, five, ten or twenty cent pieces as these may be, by those terms. A cent is the hundredth part of a dollar and these coins are nowhere exchangeable at that rate and as long as there is a discount against them they are really coins of less value than their denomination declares. The small trader saddled with these coins recoups himself by raising prices, and thus throws on the community the charges that go to make up the profits of the Canton mint and of their servants, the money changers. The Ferry Company and the Peak and Low Level Tram Companies howl, and do nothing, the Government pays up from the public purse, looks pleasant, and does nothing, either to encourage or to enforce the use of its own coinage. We are not of opinion that it would be sufficient merely to encourage, on the contrary we believe it will be necessary to enforce, but the milder method might be tried first and if only partially successful it would, at any rate prepare the way for sterner measures, and would stop the rot that has set in, the extension of which unchecked means heavy loss to small and great. Above all we would wish to interest the private individual in the crusade against inferior money. He suffers just as much, perhaps more, proportionally with the big transportation companies, but only in small amounts again and again repeated. These he disregards as mere pin pricks, but there is such a virtue as thrift in manness in most cases. He knows that he is being mulcted in little illegal ways, though he is too indolent to resist, in spite of his knowledge that the performance of such pranks is the peculiar forte of the population amongst whom he lives. These remarks are not meant to suggest the true remedy, they are at best a panacea only. The day has probably gone by when mild methods were likely to be of much avail, the disease is probably too deeply seated to be greatly affected by them, and a more radical course will probably have to be adopted before finality is reached. We have previously enlarged upon what we believe it will be necessary eventually to do, and have seen no occasion to change our views; meanwhile the above suggestions would, if adopted, pave the way towards a real reform, and by increasing the demand for the better coin tend to diminish the discount which has been established against it.

COLIC AND DIARRHOEA CURED. AFTER a boat's suffering from cramp, colic or diarrhoea, the best remedy obtainable can not give relief too quickly. Chamberlain's Colic, Cholera and Diarrhoea Remedy is the best medicine in use for these ills. It always gives prompt relief even in the most severe and dangerous cases, and you can not afford to allow your home to be without the very best. For sale by all chemists and druggists.

NEWS OF THE DAY.

The English Mail of the 1st May was delivered in London on the 29th inst. Between Saturday afternoon and Sunday morning some one gained access to the library at St. Stephen's College and extracted a sum of \$900 in notes from a strong safe there.

There were 355 Europeans and 398 Chinese visitors to the City Hall Library, and 141 European and 1,891 Chinese visitors to the Museum during the week ending 30th May.

The Hongkong Agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the total output of the Company's three mines for the week ending 15th May, 1909, amounted to 32,930.38 tons, and the sale during the period to \$7,788.69 tons.

Mr. Chin Lin Fai, the famous Chinese Magician, is advertised to give two performances in the Theatre Royal, City Hall, on Friday and Saturday next. Mr. Chin Lin Fai, who has performed in England, America and Germany for many years, gave a most successful performance at Amoy, while the American Fleet was there, at the request of Their Excellencies Liang Tun In and Muk Shun Kin. The great Magician will have the assistance of his daughter who will sing English songs with an accompanist at the piano.

ITEMS AT THE COURTS. The charter of the steam launch Ping Lo was fined \$0 at the Marine Court to-day, for failing to exhibit the license of the launch in a conspicuous place.

A fine of \$10 was imposed on a boat-woman by Commander Bani Taylor, R.N., at the Marine Court, this morning, for failing to stop when called upon to do so.

William Vincent, conjurer, was charged at the Magistracy to-day, with behaving in a disorderly manner whilst drunk at the Hongkong Hotel, and also with disorderly conduct in the Police Station charge room. He did not appear, and his bail of \$10 was forfeited.

About a week ago an engineer living at the Sailors' Home was riding in a ricksha when the coolie took him down a side street and robbed him of his watch and chain and \$40 in money. The police have since succeeded in arresting the coolie and another concerned in the theft, and to-day, at the Magistracy, Mr. F. A. Hazeland sentenced them to three months' hard labour and six hours' strokes each.

AMOIY NOTES. (From Our Own Correspondent). AMOIY, May 28. SOCIAL.

We have been privileged by a visit from Mlle. Olga Dubois, a pianist from the Leipzig Academy. A concert took place last evening in the Amoy Club Theatre at 9.30 p.m., when those present had a treat indeed. And the popularity and keen appreciation of the music by the audience was manifest from the start. The item that perhaps evoked more enthusiasm than any other was the sixth on the programme. This was a composition by Mlle. Dubois herself entitled "The Gazelles." Local talent was very ably represented by Miss Merz and Mr. A. G. Lyle. Miss Merz playing a duet with Mlle. Dubois, and Mr. Lyle singing with his usual success.

THINGS are slack in Amoy again, and day after day the harbour continues nearly empty. The S.S. Taisan is here at present discharging 2100 tons of Hongkong coal dust for Chinese. Large cargoes are coming down from Shanghai, but there is next to nothing for export anywhere. As a contrast to the state of affairs now existing in Foochow, the Chinese here are buying the British-American Tobacco Co.'s cigarettes in increasingly large quantities. There was a consumption this month of nearly two million cigarettes, and the demand is growing each week.

THE whole Missionary community in Amoy is looking forward eagerly to the coming visit of Rev. F. B. Meyer, who is now on his way to Hongkong. A number of meetings, both for Chinese and foreigners are being arranged, and great good is hoped for as a result of Mr. Meyer's visit.

SPORTING. Owing to the incessant rain, the Lawn has been closed for nearly three weeks. Consequently sporting members of the community have had to turn elsewhere for their exercise. Golf is threatening to become an extremely popular pastime in Amoy, and new devotees to the game are springing up all the time. A Cup has been presented by Admiral Hawcutt, who visited the port last month, and during his stay carried off another cup himself. Fifteen entries have been made, and the first round is to be played by June 4th.

Mr. J. P. Morley, No. 2 in the Standard Oil here, leaves us to-day for England, where he is taking a holiday. Mr. Morley travels by the P. & O. s.s. Somali. Mr. A. J. Sundius, H. B. M. Consul, leaves us on Monday next for Home. Mr. Sundius has been in Amoy for about a year, and his departure will be keenly felt by all members of the foreign community. Mr. Tours will arrive shortly on his return from leave, and will take Mr. Sundius' position.

DISASTROUS RISK. The Loongman arrived on Tuesday morning from Cuba with the new Hulkin low. She fortunately lost perfectly calm, seas on her passage over, and averaged 9 knots all the way. This Hulk has been bought by Messrs. Jardine, Matheson, and Co.'s Passenger Broker, and cost about \$10,000. It is hoped to obtain a suitable position to berth 150 from the Customs, and permit her to do duty as a regular steamer.

SHANGHAI-HANGCHOW RAILWAY.

THE TENDERS QUESTION EXPLAINED.

(From Our Own Correspondent). SHANGHAI, May 31.

With reference to Reuter's telegram saying that the Shanghai correspondent of the Times reports that the Railway Bureau had publicly advertised for tenders for locomotives for the Shanghai-Hangchow-Ningpo railway, limiting competition to German manufacturers, the Secretary of the railway informs me that no advertisement was issued. The leading firms of all nationalities were asked to tender and that of Messrs. Carlomagno & Co. was the lowest secured.

CHINESE NAVAL MATTERS.

(From The Yat Po's Service). PEKING, May 30.

The Naval Ministers have decided to utilise the Chusan Islands as a naval base.

Already 14 representatives from British, American, and German firms of shipbuilders have arrived at Peking in order to solicit orders from the Naval Board.

It is reported in official circles that Chai Shi Chung will be appointed Vice-President of the Naval Board.

JAPAN AND PRINCE CHING.

(From The Yat Po's Service). PEKING, May 31.

The Japanese Minister in Peking has received a telegram from the Foreign Office in Tokyo to the effect that Prince Ching will be cordially received in Japan should he be sent as envoy to return thanks for Prince Fushimi's presence at Japan's special envoy to the late Emperor's funeral.

AN ERRING PRESSMAN.

(From The Yat Po's Service). PEKING, May 31.

Some secrets of the Cabinet have been betrayed by a correspondent of a certain newspaper and the man has been arrested.

MACAO DELIMITATION.

(From The Yat Po's Service). PEKING, May 31.

The Wai-wu-po (Board of Foreign Affairs) has wired to Victor Chang and Commissioner Ko Ehr Shun that the delimitation of Macao is a very important question and must be very carefully handled.

A concert is to take place at the Kowloon Institute to-night, commencing at 8.30 p.m. An excellent programme has been arranged.

It appears, says the Japan Mail, that the cold in the northern seas is exceptional this year. The ice on the eastern coast of Saghalien has not yet broken up, and the steamship Tsuruga Maru is blocked up in Korsakoff, unable to proceed on her voyage to Otaru. Hokkaido also is suffering. The temperature registered by a Celsius thermometer in the Asahigawa district on the 18th May, was 6° below zero, and in the afternoon a fall of snow took place. It need hardly be said that snow after the cherry season is an exceedingly rare occurrence, even in Hokkaido.

PAIN IN THE STOMACH.

It is most annoying, as well as disagreeable, to be troubled with pains in the stomach, and there is no need of it, for one dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy will allay the pain. Try it once and be convinced. For sale by all chemists and druggists.

GERMAN TAXATION.

GOVERNMENT OPPOSITION IGNORED.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

Despite opposition on the part of the Government, the Finance Committee of the Reichstag has voted a tax on bonds and securities, also a tax on the milling industry and an export duty on coal.

JAPANESE PRINCES IN BERLIN.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

The Japanese Princes at present in Berlin attended the annual parade at the Garrison and the Galm Opera.

KAISER TO VISIT ENGLAND.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

The Times states that H.M. the Kaiser will possibly visit Newquay (Cornwall) this year.

THE CASABLANCA AFFAIR.

FRANCO-GERMAN MUTUAL REGRETS.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

France and Germany have signed Notes expressing mutual regrets over the Casablanca affair.

WHEAT "KING'S" PROFITS.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, May 31.

Mr. Patten, the "Wheat King," who started a commercial campaign on the shortage of wheat on May 7th, has closed the "corner" on that commodity. His profits on the transaction amount to a million sterling.

AN APPEAL TO ITALY.

"THE YOKO OF THE FOREIGNER."

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, June 1.

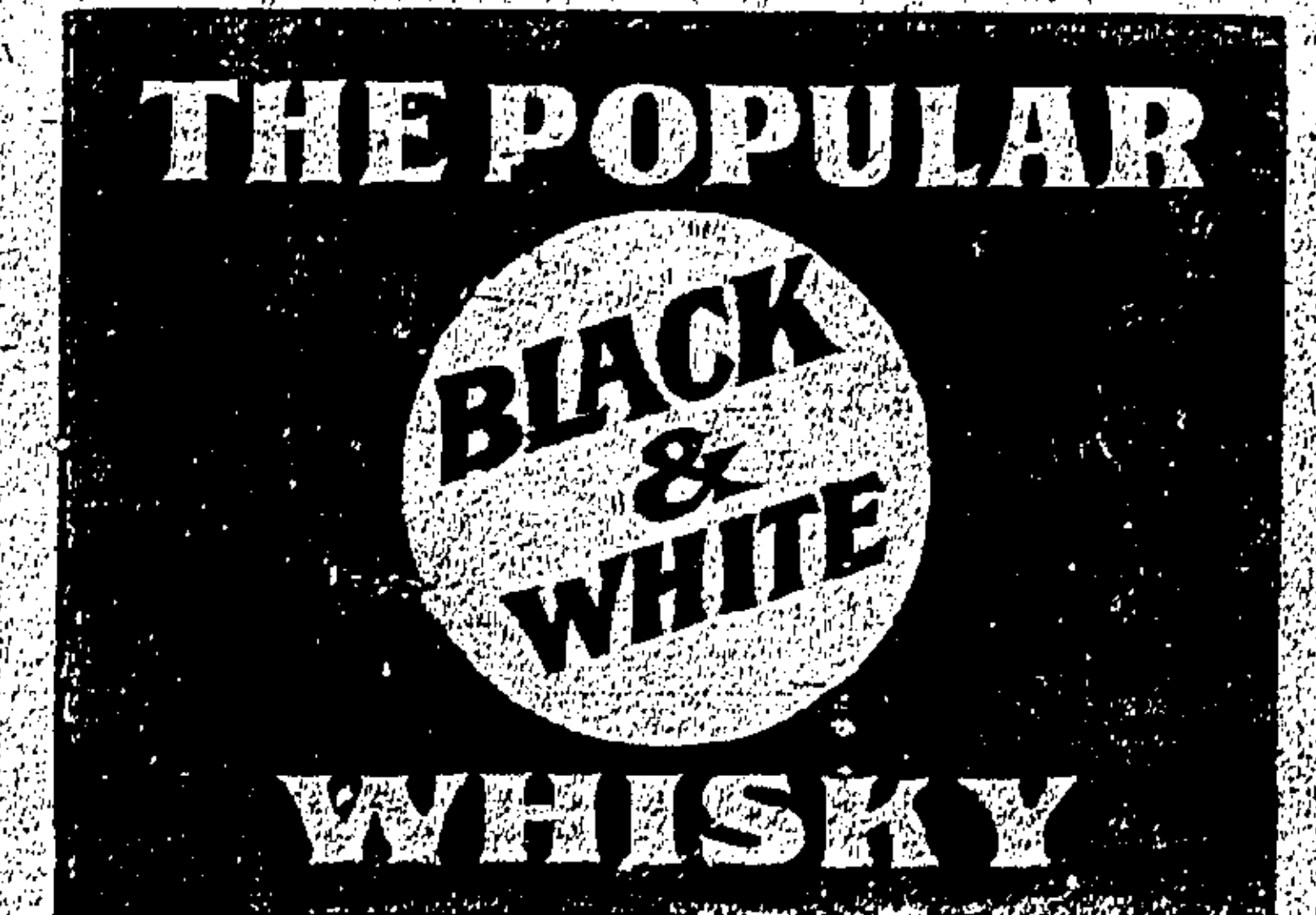
A sensation has been created in Italy by a speech made by Signor Marcora, President of the Chamber, urging an increase in the country's military strength. He said the glorious fiftieth anniversary of the liberation of Lombardy ought to inspire the people to devote all their energies towards freeing the country from the yoke of the foreigner, who was lying in ambush on their frontiers.

CANADA'S PRACTICAL STEP.

ORGANISING A NAVAL RESERVE.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 3 of 1894.) LONDON, June 1.

It is stated from Ottawa that the Canadian Government will begin the construction of a fleet by the organization of a Naval Reserve in 1910, and that negotiations are already taking place with British firms.



H. Price & Co., Ltd. WINE MERCHANTS. No. 12, Queen's Road Central. Telephone No. 125.

CRIMINAL CONVERSATION.

ECHO OF LAST YEAR'S TRIAL.

Before the Chief Justice, Sir Francis Piggott, at the Supreme Court, this afternoon, Thomas Alexander Mitchell, a bankrupt, sued John Lomax, to recover \$15,000 as damages by reason of the defendant having, on October 12 and 14, 1904, and divers other dates wrongfully, wickedly and unjustly debauched and carnally known Henrietta Maud Mitchell, also then being the wife of the plaintiff and bearing his name. Also, \$14,012.84 as special damages for costs and expenses incurred by the plaintiff of, and incidental to, the divorce proceedings instituted by him in the First Division of the Court of Session, Edinburgh, Scotland, against Henrietta Maud Mitchell, in consequence of the defendant's misconduct, and in which divorce proceedings, improper conduct of the defendant with the said Henrietta Maud Mitchell was alleged and proved to the satisfaction of the Court.

Hon. Sir Henry Birkbeck, K.C., instructed by Mr. D. V. Stevenson, appeared for the prosecution and Mr. M. W. Slade, instructed by Mr. Scott Harcourt, defended.

It will be remembered that the case was before the Court in April of last year, when judgment was given for the defendant and a few months ago an order was passed by the Legislative Council with respect to criminal conversation when plaintiff was allowed to again bring in his case. The argument in the case this afternoon was on a point of law only.

Mr. Slade said that he moved that the action be dismissed because all the questions at issue between the parties had already been decided at the previous action in that Court. The facts shortly were that in 1907 plaintiff commenced an action against the defendant claiming damages for the adultery, which he alleged the defendant had been guilty of, with the plaintiff's wife. That action came on for trial last year, a little more than a year ago, and it was dismissed on the ground that the right to bring an action had been taken away. By certain legislation in this Colony in the latter part of last year an ordinance was passed which amended the ordinance and effected that particular subject, so that now any aggrieved husband had a right to bring an action, as to what was commonly called criminal conversation, against any person who was guilty of adultery with his wife. After that ordinance had been passed plaintiff commenced a fresh action against defendant for identical facts some of which had been alleged against the defendant in the previous hearing. All the facts upon which the plaintiff claimed relief in that action were set up as the plaintiff's ground of relief in the earlier action. The facts were practically identical words. The actual acts of misconduct alleged in the last action were to be found in the statement of claim coupled with the particulars which were ordered to be given with respect to the allegations in the earlier action. All those acts of misconduct were alleged in the present action, those acts of misconduct and no others, therefore, to put the matter in well-known technical words, the cause of action in the two actions were identical. Under these circumstances he submitted that the very wholesome principles of English law came into play, by which, when a party had been unsuccessful in one action, no matter for what cause, he was not allowed to harass his opponent by a second action.

Mr. Slade said that, in support of his argument, he had the case was adjourned.

NEWS FROM ALL SOURCES.

The long bayonet has been issued to the home battalions of "The Buffs," the Middlesex Regiment, and the Queen's Own Cameron Highlanders.

Charles Collins, an A.B. on H.M.S. Kent, fell from aloft on May 17th, fracturing his spine. He died within a few hours and was buried at Urakami cemetery, Nagasaki, on the 20th.

At Paris on May 20, a thousand "navies" who are on strike pelted the police who were trying to disperse them, with glasses, water bottles and chairs from the cafes. A dozen police were injured, and eventually cavalry had to be called out to disperse the crowd, which scattered on their charge.

Mr. J. S. Happer, who was born in Canton, we believe, after receiving his education in America, went to Japan in the service of an American corporation and during many years' residence there accumulated a large collection of Japanese colour prints. These have now been sold by Messrs. Sotheby's in London, realising \$5,013 14s.

The following advertisement headed "Expressing Gratitude" appears in the Shanghai papers:—"About two months ago I missed my second boy who is six years old. It appears that he was kidnapped, and on the 18th April, the kidnapper was taking him to Hongkong, on board Messrs. Butterfield and Swire's steamer Chusan. Fortunately, when on board the steamer, Captain J. H. Brown's suspicions were aroused, and he detained my boy and handed him over to the authorities in Hongkong with the result that a photograph of the lad was sent back home for identification, which has led to my recovery of my son. Had it not been for this kind and provident action of the Captain, I believe I should not have been able to see my son again. I hereby issue this to express my heartfelt thanks to Captain Brown for the great favour he has done us.—Wong Wai-Sang, 6, Sunghing Road, Shanghai."

GET IT TO-DAY.

Do not neglect your family Chamberlain's Colic, Cholera and Diarrhoea Remedy is sure to be needed when least expected. It costs but a small amount to keep this medicine always on hand and it is economy in the end. For sale by all chemists and druggists.

THE LEGISLATIVE COUNCIL.

Owing to the departure from the Colony of the Hon. Mr. Pollock, K.C., on a year's leave of absence, the unofficial Justices of the Peace of Hongkong have been called upon to elect a representative on the Legislative Council. We understand that Mr. Murray Stewart has consented to stand and at the forthcoming meeting of the Justices of the Peace his name will be formally proposed by the Hon. Mr. Gresson and seconded by the Hon. Mr. E. A. Hewitt. Mr. Murray Stewart well deserves the honour.

HONGKONG UNIVERSITY.

A meeting of the Chinese sub-committee of the Hongkong University was held at the Tung Wah Hospital on Sunday, under the Chairmanship of the Hon. Dr. Ho Kai. The Chairman urged those members who had not yet subscribed to do so without delay as that would be an incentive to the outside public. He hoped they would be the subscribers, some up to two lakhs so that there would also be chairs for Law, Arts and Mining. Dr. Ho Kai informed the meeting that appeals had been sent to the Chinese in Manila, San Francisco, Shanghai, Chefoo, Newchwang, Singapore and several other places where Chinese traded and it was hoped that a good response would be forthcoming.

Additional subscriptions have been received as follows:—

Mr. Ho Hui Sang	\$10,000
Mr. Ho Hui Sun	1,000
Messrs Kwong Sing On	500
Messrs Luo Yick	500
Messrs Chan Ying For and Chan Ying Chun	500
Mr. Wong Wing Shiu	500
Mr. Siu Kuei Fai	500
Mr. Tam Tze Kong	500
Mr. Chan King Wing	500
Messrs Tai Yuen	300
Mr. Mok Yik Lim	250
Mr. Leung Hok Lau	250

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, May 31.

The time honoured Church of San Lazaro is the oldest standing landmark of the advent of Christian pioneers to this sequestered little nook of the Far East. It was built in the early eighteenth century and until recent years, the parish was the ghetto of the native converts. With improved sanitary conditions and the erection of modern houses, the European element was gradually infused into the quarter. But the parish is still, all in all, Chinese and the incumbency is held by a Chinese priest. It is to this, revered relic of Macao's historic days that the newly appointed bishops of the diocese are wont to re-visit once on landing in the Colony. The parishioners profess a special reverence for the Blessed Virgin and have always made it a point to lavish untold care and money on the annual procession which is held on the last Sunday in May. The pious fest this year was shorn of some of its wonted pomp and fervour. A solemn Divine Service was celebrated at 9.30 p.m. by the parish priest Rev. Father Lau. The Chinese choir from the Jesuit seminary rendered the responses with the aid of the native brass of the Salesian College. All day long from the close of the Mass, while the chiming rang out joyfully ever and anon, bands of devotees came and went to pray, to pay a votive taper. They had burnt cheerless but dry all day till about 6 p.m. when a light drizzle began to fall and continued by fits and starts throughout the evening to stand in the way of effect and comfort. The procession left the sacred edifice at 6.30 p.m. and made a short round of the adjoining streets, where they gazed with evergreen ardour, while flags and bunting prettily fluttered in transverse and lateral array. Interspersed the banners of gorgeous banners and elaborately turned emblems in massive silver were seen more than three-score little mites in shining robes of rainbow hues and glittering wings. Two hundred little choristers in white surplices and black gowns, with lighted tapers marched in single file on either side and behind, while the Clergy came next escorting the Blessed Sacrament which was borne in a pyx by the Reverend Father of the Jesuit College, under a silver canopy. His Lordship the Bishop of Macao followed next and H. E. the Governor was represented by Lieut. Dias, A.D.C. The band of the Salesian College headed the procession, while the regimental brass brought up the rear with a guard of honour under Lieut. Aguiar. By 9.30 p.m. the square facing the church was a blaze of light and pretty transparencies glowed amid incense-scented globes and fancy lanterns galore. A profuse and grand display of fireworks catered to the delight of the crowds that thronged the locality; and there were moments when lighters from the windows in the vicinity looked down upon an undulating sea of umbrellas. There was a representative gathering of the foreign residents and His Excellency Sir Hoedias was present with his family and a small party from Government House. The regimental brass along with the Salesian band ably contributed their cheering quota to the fest, which broke up shortly after 11.30 p.m. when the National Anthem signalled the departure of H. E. the Governor from the scene.

The numbers routine obtaining in our public departments bids fair to leave a very doubtful margin of benefit to consumers of petroleum. The article is deliverable at the depot only on production of a delivery order which is issued on payment of the amount due, at the Revenue Office. As our easy-going officials are averse to anything like despatch this preliminary requisite, which involves three counter-signatures, has already entailed a heavy loss of time on applicants, let alone extra petty expenses for carriage, etc., called for owing to the remote situation of the Government Petroleum Depot. As more than two lakhs are allowed at a single purchase, the difference in price between hardly 40 cents, consumers are beginning to realize that they now stand to overbuy a lot of useless wares.

Our legal lights have now started adding their note to the dismal wall, which law-mongers have indulged in for some time back at the death of briefs. I have it from a leading barrister that his fees during the month past come very short of meeting his legal bill.

CORRESPONDENCE.

A RECENT TESTIMONIAL.

(To the Editor of the "CHINA MAIL.")

Sir,—It was reported at the monthly committee meeting of the Hongkong Benevolent Society to-day that some misconception had arisen with regard to the testimonial to the Rev. J. H. France from the members of that Society.

The testimonial was purely a private subscription from some of the members most interested in the work of the Society, in grateful recognition of Mr. France's help and advice for so many years.

The funds of the Society naturally were not touched.—Yours truly,

HELENA A. O. MAY,

President.

Hongkong Benevolent Society, Hongkong, 1st June.

PEAK TRAMS AND THE PUBLIC GARDENS.

(To the Editor of the "CHINA MAIL.")

Sir,—In any controversy between beauty and utility one would naturally prefer to be on the side of the angels, even though unable to attain to the heights of rhetoric or to probe the depths of paradox in the manner of the fair champion of beauty whose touching letter you published on Saturday night. It is with great regret therefore that I feel constrained to take up the cudgels for utility and to run the risk of being dubbed Goliath, Yandal, Philistine and scurrilous desecrator.

I must, however, disclaim the stigma of being accused of following the doctrines of *laissez faire* or *laissez aller* in this matter. I have studied the problem in all its bearings from its inception, and have been reluctantly convinced that the construction of a tramway through the palm garden is a necessary evil. The need of additional tramway facilities for the higher levels must be obvious to anyone who has been crowded out of a "business" morning tram, or a "bathing" party evening tram, or has seen crowds of coolies fighting for the restricted back seats to the great detriment of their employers' provisions and property; also to those who have endured the indolent insolence and evasive tactics of the chair coolies who would apparently rather starve than carry a passenger to Queen's Gardens or Conduit Road for the legal fare.

No city can attain its full development unless the means of locomotion are exploited to the utmost, and if Hongkong is to be doomed to a perpetual regime of inefficient chair coolies its citizens must be content to be ranked with the nomadic inhabitants of Macao, or the unenlightened Chinese of the last century or anti-railway epoch. I contend therefore that the proposed new tramway is not a purely commercial speculation but is the result of the public-spirited foresight of enterprising citizens, who are interested in the general development and common weal of the Colony. The construction of every new railway or tramway involves the destruction of many fine old trees, and if such argument had been admitted as valid no roads would have been cut through the primeval forests and such a magnificent line as that of the Canadian Pacific Railway through the Rocky Mountains would have been tabooed. If these premises be granted it follows that it is necessary to sacrifice a portion of the Public Gardens as they practically extend from Glenelg to the old tramline, forming a barrier which must be penetrated if the new line is to be constructed. After years of careful investigation and mature consideration it has been found that the only practicable scheme for such a line is to construct it in an open cutting through that portion of the Gardens which contains a very valuable if not unique collection of palms, and consequently to destroy a number of these palms.

I propose to show that the destruction of these palms is the sole injury of a lasting nature which the construction of the tramline will inflict and to point out many counter-balancing advantages which will be obtained. It is a matter of common knowledge that a large section of the population do not avail themselves of the beauties and delights of our Gardens which at all times of the year offer pleasure, health and instruction to visitors.

If the proposed tramline is constructed this neglect will no longer be a reproach to residents and visitors. I prophesy that thousands will travel by the new line to the station in Robinson Road and flock thence to the paths and terraces of the new and old Gardens which are now almost inaccessible by means of a steady climb or an uncomfortable jog in a chair.

In this damp climate a beneficent nature heals the necessary scars of the engineer in a marvellously short time: the track of the tram will be run between banks of grass, ferns and wild flowers, and the level will be running between other grassy or rocky banks, and the scarp bank and Glenelg show how such slopes and banks may be beautified by our skillful and devoted garden artists. In two or three years the line will run between banks of scabious, hysanthus and hibiscus, overhung by feathery ferns and waving palms—a veritable grove of beauty—while the passing car will be hidden from the rest of the gardens by bushy shrubs and graceful trees.

A table tramline travelling on a straight incline is not like a railway or an electric tram, a thing of noise, dirt and dust—it is the cleanest and quietest form of locomotion imaginable.

Your correspondent enters an eloquent plea for the children and the children—certainly two of the most important sections of the community. Playgrounds for the children, space for the children to indulge their admirable tastes for flowers, natural landscape and singing birds, let us have them by all means—but not your correspondent overlooked the fact that the new tramline will materially assist the children in reaching their beautiful and healthy playground and will enable the Chinese to extend their rambles to the Conduit and May Road levels and thence by cheapening living on the middle level it will lead to the elevation, material and moral, of those now compelled to herd in the crowded parts of the city.

There are many waste spaces near the May and Conduit Roads which might be beautified by the Revenue Department by very small expense and rendered accessible

by the trains to both pale-faced children and their elders who love to watch the spring unfold—the autumn tinge the glades.

The taking of a bon fire strip out of the least frequented part of the gardens will not drive all the flowers in the Colony to that most beautiful and secluded area Happy Valley, whether we are all of us so loath to wander. It cannot therefore be this a necessary and a public improvement to be blocked for all time in order to extend the life of some hundred palm trees, which must be replaced in the ordinary course of events as they die from natural decay and which can be replaced and planted elsewhere at the cost of a certain amount of labour and care (—Tours etc.

Hongkong, May 29.

GARDENER.

SPORTING.

Civil Service Sports.

There was a large attendance at the annual sports in connection with the Civil Service Club, held at Happy Valley on Monday. A lengthy programme of events was carried out and the band of the 13th Rajputs was in attendance under Bandmaster Cole.

The officials were:—Patrons, H.E. Col. Sir F. Lurgan, K.C.M.G., C.B., D.S.O., and Hon. Mr. F. H. May, C.M.G., president, Hon. Mr. W. Chatham, C.M.G.; vice-president, Dr. J. M. Mitchell; hon. treasurer, Mr. F. W. Dawson; hon. secretary, Mr. W. H. Woolley; judges, Chief Inspector Baker, and Chief Detective Inspector Hanson.

Boys' Flat Race, Handicap, over 7 years.—Committee in charge, Messrs. Biddle and Barlow.—H. Blake 1, E. Brett 2.

Ladies' Egg and Spoon Race (scratch).—Committee in charge, Messrs. Biddle and Barlow.—Mrs. Pile 1, Mrs. L. E. Brett 2, Mrs. C. W. Brett 3.

Girls' Flat Race, Handicap.—Committee in charge, Messrs. Biddle and Barlow.—M. Fincher 1, D. Pile 2, E. Woolley 3.

120 Yards Flat Race, Handicap, open to all members.—Committee in charge, Messrs. Biddle and Barlow.—Mrs. Pile 1, Mrs. L. E. Brett 2, Mrs. C. W. Brett 3.

Boys' Egg and Spoon Race (scratch).—Committee in charge, Messrs. Biddle and Barlow.—Mrs. Pile 1, Mrs. L. E. Brett 2, Mrs. C. W. Brett 3.

Boys' Flat Race, Handicap, over 7 years.—Committee in charge, Messrs. Biddle and Barlow.—H. Blake 1, E. Brett 2.

Sack Race, scratch.—Committee in charge, Messrs. Biddle and Barlow.—A. G. Pile 1, R. C. Barlow.

Girls' Flat Race, Handicap, over 7 years.—Committee in charge, Messrs. Biddle and Barlow.—M. Fincher 1, D. Pile 2, E. Woolley 3.

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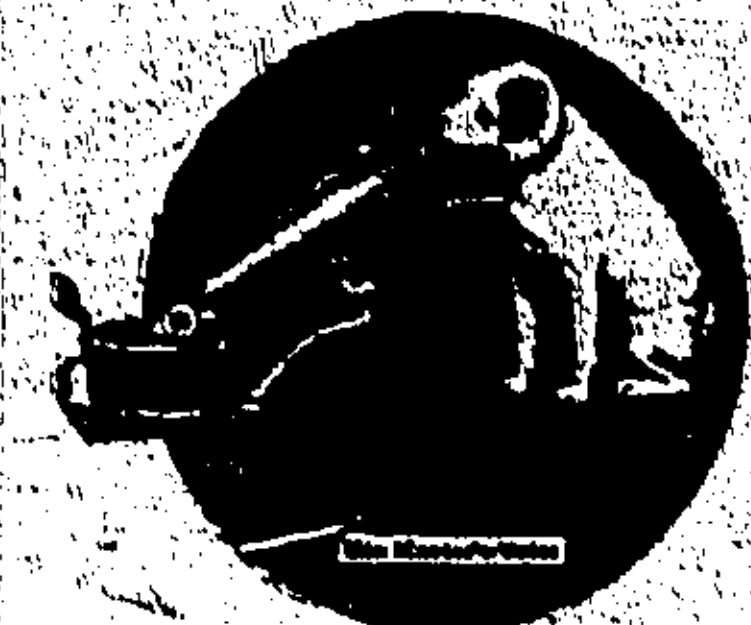
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Latest Novels

ARRIVE BY EVERY MAIL.

NEW NOVELS:

The Old Man in the Corner, by Baroness Orcutt.

The Road to No Return, by A. C. Inchbold.

Rise of the Wilderness, by S. R. Crockett.

Within Four Walls, by J. Blundell.

Underground, by John K. Leys.

White Whispers, by Frank Cobb.

When a Woman Wins, by Chase Marritt.

The Three Brothers, by Eden Phillpotts.

A False Position, by Mrs. Baillie Reynolds.

The Love Story of St. Bel, by Bernard Capes.

The Bardens, by O. A. Dawson-Scott.

The Green and the Woman, by Tom Gallon.

The Love that Kills, by O. Stanton and H. Hoeken.

The Guest at Queensby, by Booth Tarkington.

An Incomplete Etiquette, by Frank Danby.

Marriage Guest, by Henry Handel Richardson.

Queen Kate, by Charles Giverny.

Salome and the Head, by E. Nesbit.

The Mystery of the Myrtles, by Edgar Jepson.

The Dartmoor House that Jack Built, by John Foreman.

A Fair Refuge, by Morris Gerard.

Black Magic, by Marjorie Bowen.

Dromedary, by John Ayton.

My Lady of Shadows, by John Orenham.

The Thinner of the Hoofs, by Wm. H. Lang.

The Gifted Family, by Berry-Pain.

A Castle of Dreams, by Nella Syrett.

Green Ginger, by Arthur Morrison.

The Royal End, by Henry Harland.

Katherine the Arrogant, by B. M. Upton.

THE END OF THE WORLD, by Wm. H. Lang.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1909.
SOVERIC	6333	W. Shotton	2nd Jan.
OCEANO	4857	F. W. Davis	1st July.
KUMERO	6333	J. Maitlis	29th July.
ATYMERIO	4857	J. Boyd	28th August.

These steamers are specially fitted for the carriage of Asiatic Storage passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

DODWELL & Co., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

TEHUANTEPEC ROUTE

MEXICAN ORIENTAL STEAM

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES	PARIS
Colombo	1909	MARSEILLES & LONDON	1909	1909
DELHI	June 12	MOOLTAN	July 10	July 18
DEVANHA	June 28	CHINA	July 24	July 30
ASSAYE	July 19	MACEDONIA	Aug. 7	Aug. 13
DELHI	July 24	MOLDAVIA	Aug. 21	Aug. 27
DELHI	Aug. 7	MANTUA	Sept. 4	Sept. 10
GALEONIA	Aug. 21	MONGOLIA	Sept. 18	Sept. 24
DEVANHA	Sept. 4	MARMORA	Oct. 2	Oct. 8
ASSAYE	Sept. 18	MORSA	Oct. 16	Oct. 22
DELHI	Oct. 2	MOOLTAN	Oct. 29	Nov. 4

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
SOMALI	June 2	July 17
POONA	June 16	July 31
WAMU	June 30	Aug. 14
SEIKU	July 14	Aug. 28
MAITA	July 28	Sept. 11
SARDINIA	Aug. 11	Sept. 25
SYRIA	Aug. 25	Oct. 9
SUMATRA	Sept. 8	Oct. 23

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWITT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
FROM AUSTRALIA	FROM AUSTRALIA	FOR AUSTRALIA
EMPIRE	May 31	23rd June, at Noon
EASTERN	June 28	21st July, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers, between Hongkong and Manila. Saloon, amide-ships, Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, June 5, at Noon
RUBI	2540	R. W. Almond	Manila	June 12, at Noon

For Freight or Passage, apply to:

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS AND SUZEE CANAL.

(WITH LICENSE TO CALL AT THE MALABAR COAST.)



STEAMSHIP

TO SAIL ON

INDRANI

For Freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, May 24, 1909.

Shipping.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct trans-Pacific line, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Freight and sailings from HONGKONG for TACOMA, via Shanghai and Japan.

(Inter-Route Ports of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokkaichi, Shimada, Seattle and Victoria, B.C.)

(Subject to Alteration)

Newly built Steamers Tons Captain Sailing Date.

TACOMA MARU (already launched) and 4 other new sister ships to follow.

The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying silk, treasure and Peruvia. Special attention given towards express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Lighted and Steam heated.
For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	For	LEAVING
HAICHING	SWATOW, AMOY & FOCHOW	TUESDAY, 1st June, at 1 p.m.
HAIMUN	SWATOW	WEDNESDAY, 2nd June, at 1 p.m.
HAITAN	SWATOW, AMOY & FOCHOW	FRIDAY, 4th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	Do.	SHANGHAI	Do.
TJILIWONG	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1st Floor.

Telephone No. 375.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain Chas. AGERS, MONDAY, 2nd August, at Noon, 1909.

Calling at Manila, P. L. Westbound and quitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all ports of Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Messing, Laundry, Telephone, etc.
* Time-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
* For convenience of business, passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
* For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, May 24, 1909.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship GREGORY APOAR

Captain S. H. BRIDSON, will be despatched for the above Ports on SATURDAY, the 6th June, at Noon, instead of as previously advertised.
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, June 1, 1909.

SHIRE LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship SEIGURA.

Captain HATES, will be despatched as above on or about 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with electric light and carries a doctor and stewards.
For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 26, 1909.



FOR

RAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELHI, Captain G. W. GORDON, will be despatched on this for BOMBAY, &c., with Passengers and Mails, on SATURDAY, the 12th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's regular service.

10,000 tons. From Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. PERVA, due in London on the 26th July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, May 29, 1909.

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship DENBIGHSHIRE,

Captain W. BARRETT, will be despatched as above on or about 12th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 29, 1909.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL FOURCHON, 10,000 Tons, Captain X,

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.

For further particulars, apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

Notice to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo from Calcutta, Penang, Singapore, and B. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 11 a.m. of the 2nd June, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by the Company.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives as an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, May 24, 1909.

Notice to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

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Optional goods will be landed here unless instructions are given to the contrary before 11 a.m. of the 2nd June, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by the Company.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives as an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, May 24, 1909.

Notice to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo from Calcutta, Penang, Singapore, and B. & P.S.N. Co.'s steamers.

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E. A. HEWITT, Superintendent.

Hongkong, May 24, 1909.

SOUTH MANCHORIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiki Maru" (3,277 tons each) as follows:

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	Monday or Tuesday	Wednesday or Friday
Arrive—Dairen	11 a.m.	11 a.m.	11 a.m.	11 a.m.
Ar.—Makden	8.50 p.m.	8.50 p.m.	8.50 p.m.	8.50 p.m.
Ar.—Changchun	8.50 p.m.	8.50 p.m.	8.50 p.m.	8.50 p.m.
Ar.—Harbin (Russian Train)	8.50 a.m.	8.50 a.m.	8.50 a.m.	8.50 a.m.
Ar.—Harbin	3 p.m.	3 p.m.	3 p.m.	3 p.m.

Connecting at Harbin with

State Express, Wagon-Lite, State Express, Wagon-Lite, State Express, Wagon-Lite.

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Monday	Wednesday	Friday	Sunday
Arrive—Changchun	8 a.m.	8 a.m.	8 a.m.	8 a.m.
Ar.—Makden	6 p.m.	6 p.m.	6 p.m.	6 p.m.
Ar.—Dairen	2.10 a.m.	2.10 a.m.	2.10 a.m.	2.10 a.m.
Ar.—Shanghai (Steamer)	12.30 p.m.	12.30 p.m.	12.30 p.m.	12.30 p.m.
Ar.—Shanghai	afternoon	afternoon	afternoon	afternoon

* Russian Train time is 23 minutes earlier than S.M.R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depots.

SOUTH MANCHORIA RAILWAY COMPANY, Dairen.

Tel. Add.: "Mantetsu" Codes: A.B.C. 5th Ed., A1 & Lieber's.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED AND CASHED.

FOREIGN MONIES exchanged.

Good Office for the Far East: 16, DES VERTS ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

Hongkong, April 4, 1908.

Notices to Consignees.

FROM EUROPE.

THE H.A.L. Steamship ISTRIA,

Captain REND, having arrived

